



From: Tim Townsend [REDACTED]

Sent: 11 January 2018 16:04

To: Planning.Responses

Cc: Michael Eastham; Gary Markwell; David Lambert; Sara McKnight; Tony Bathmaker; [REDACTED]

[REDACTED] Juliet Harris [REDACTED]

Subject: LU/278/17/RES - Proposed southern section of Lyminster By-Pass associated with former Toddington Nurseries site - WSCC Surface Water Drainage response

Dear Arun Planning Department,

Please find attached WSCC highways and transport report (specifically, surface water drainage) dated 11th January 2018 in response to the above proposal.

Should anyone receiving this email wish to discuss it, please do not hesitate to contact me.

Thank you.

Tim Townsend

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WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION

DATE: 11th January 2018

FROM: Tim Townsend TO: Arun District Council
FAO: Michael Eastham

SUBJECT: LU/278/17/RES - Approval of Reserved Matters following Outline Permission LU/47/11 for Construction of the southern section of the Lyminster Bypass, including northern and southern roundabouts, surface water drainage and landscaping. Departure from the Development Plan and affects a Public Right of Way.

SURFACE WATER DRAINAGE COMMENTS

LOCATION: North Littlehampton Strategic Development Site, Land West of Toddington Park, Toddington Lane, Littlehampton, BN17 7PP.

RECOMMENDATION:

Advice	☐	Modification	☒	More Information	☒
Objection	☐	No Objection	☐	Refusal	☐

S106 contribution total (see below for breakdown): £N/A

This is the third WSCC highways and transport response to the planning application for approval of reserved matters following Outline Permission LU/47/11 for Construction of the southern section of the Lyminster Bypass, including northern and southern roundabouts, surface water drainage and landscaping.

This report specifically responds to surface water drainage as presented in the Addendum Technical Note – Surface Water, prepared by Mayer Brown Traffic and Transportation Consultants.

1. Item 1.5 – It is acknowledged that the impermeable areas/catchments have not changed, however no drawings have been provided to demonstrate this – please provide.
2. Item 1.6 – It acknowledged that the southern drainage strategy has not changed.
3. Item 1.7 – This implies two 1350mm diameter pipes will be offered as adoptable highway drains. There are two concerns here 1: highway features should not be located within the carriageway and the designer should look to relocate to lesser risk areas more suited for routine maintenance 2: the large pipe sizes dictate the features to be a structure and thus must be ‘approved in principle’ by WSCC structures (AIP process). Liaison with Structures Team (WSCC) about suitability and positioning is, therefore, required. If the whole system (excluding gullies & laterals) is to be adopted by the Local Water Authority a cursory review on the above points will still apply.
4. Item 1.9 – The free flowing link is acknowledged. However WSCC must be certain of the receiving downstream network can accommodate the run-off rates and storage requirements with increasing flood risk elsewhere – please demonstrate.
5. Item 1.11 – The designer must review the climate change factor as we are now observing system up to 40% in sensitive areas – please provide further information.

6. Item 1.14 – The free flowing link for the west of wetlands parcel is acknowledged. However we must be certain of the receiving downstream network can accommodate the run-off rates and storage requirements with increasing flood risk elsewhere – please provide further information.
7. Noting the above northern alterations, no revised drawings have been provided to clarify the strategy – please provide.
8. Appendix E - This is labelled ‘site wide surface water strategy’ yet only shows one drawing for the west of the wetlands? – please respond.
9. Appendix F – The hydraulic calculations only cover the west of the wetlands parcel. It is presently unclear as to which pipes would be adoptable highway drain or where flooding would impose on an adoptable road. The modelling results indicate several pipes with flooding during the 100yr event which appear to culminate circa 200cum. It is WSCC policy to mitigate flooding of the public highway for arterial roads; lesser roads can accept flooding provided it does not blight vehicle or pedestrian accessibility – please respond further.
10. Further review will be undertaken once the extent of adoptable highway and highway drainage being offered is known - including replies to the points requiring reply set out above – please provide plans showing extent of adoptable highway and adoptable drainage.

Please re-consult when additional information is available, at which time the CHA will review the proposals further.

Thank you.

Tim Townsend
Planning Services